

## Bristol City Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)



Name of proposal	Parking Tariff Review 2020-21 - Controlled Parking Zone (City Centre) & Off Street Car Parks
Directorate and Service Area	G&R/MOP/Traffic & Highways Maintenance
Name of Lead Officer	David Bunting

### Step 1: What is the proposal?

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

#### 1.1 What is the proposal?

The proposal is to increase parking charges in the Central Controlled Parking Zone. These charges are set in line with local transport policy. This aims to reduce congestion and improve air quality by promoting public transport and active travel over private car journeys wherever possible. Long stay parking is particularly discouraged which short stay parking which supports the local economy is encouraged. In order to ensure that the parking tariffs continue to support these objectives, it is important that they are periodically increased in line with inflation which is what this proposal aims to do.

### Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

#### 2.1 What data or evidence is there which tells us who is, or could be affected?

We know the make up of Bristol residents from the 2011 census – and although this data is old, it does give us some indication.

<b>Age</b>	<b>Number</b>	<b>%</b>	<b>England &amp; Wales %</b>
0-17 years	87,503	20.4	21.3
18-64 years	284,859	66.5	62.2
65 years and over	55,872	13.0	16.4
Total population	428,234	100.0	100.0
<b>Gender</b>			
Male	213,071	49.8	49.2
Female	215,163	50.2	50.8
<b>Ethnicity</b>			
White British	333,432	77.9	80.5
Other White	26,160	6.1	5.5
Black and minority ethnic group	68,642	16.0	14.0
<b>Religion</b>			
Yes	233,234	54.5	67.7
No	160,218	37.4	25.1
Not stated	34,782	8.1	7.2
<b>Disability</b>			
Day-to-day activities limited	71,724	16.7	17.9
Day-to-day activities not limited	356,510	83.3	82.1
<b>Sexual orientation [1]</b>			
LGBT			6%

Sources:

ONS 2011 Census Crown Copyright 2012

[1] Stonewall Index - national data only

However, people who park in Bristol are not necessarily residents and may travel in from neighbouring authorities or further afield reflecting Bristol's status as a tourist destination.

We do not collect equalities data on parking users.

## 2.2 Who is missing? Are there any gaps in the data?

We do not have data on customers' status in terms of gender reassignment, marital status, pregnancy or maternity or whether they are from a low income household.

## 2.3 How have we involved, or will we involve, communities and groups that could be affected?

Tariff revisions in the past go through a process which involves full statutory consultation with the whole public which includes notices on and off street and advertisements in local newspapers. These processes have never previously

identified any material equality impacts.

The proposed changes in the Parking Tariff Report 2020/21 are minor increases based on inflation and will consist of notices on street advising the public that use the parking facilities that the charges will be increased.

### **Step 3: Who might the proposal impact?**

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

No adverse impacts have been identified due to age as the changes will apply equally to all users.

No adverse impacts have been identified due to gender as the changes will apply equally to all users.

No adverse impacts have been identified due to ethnicity as the changes will apply equally to all users.

No adverse impacts have been identified due to religion as the changes will apply equally to all users.

No adverse impacts have been identified due to disability as those with Blue Badges can park for free and without time limit in all Council Pay & Display parking locations on and off street.

No adverse impacts have been identified due to sexual orientation as the changes will apply equally to all users.

No adverse impacts have been identified due to sexual orientation as the changes will apply equally to all users.

No adverse impacts have been identified due to marital status as the changes will apply equally to all users.

There is some potential for pregnant women and new parents to be adversely affected due to their limited mobility if they are more likely to use a car than

public transport or active travel during this time.

There is some potential for those living in low income households to be adversely affected by any increase in parking charges.

### 3.2 Can these impacts be mitigated or justified? If so, how?

Those in low or fixed income households may include some pensioners and those in receipt of disability payments. These groups are likely to already be in receipt of concessions such as free public transport or Blue Badges which mitigate any rise in parking charges.

For residents in the Controlled Parking Zone (CPZ) and the RPS there are resident's parking permits which are very reasonably priced at £50 or less per annum.

Pay & Display parking in the RPS is currently just £1 per hour which also makes it a reasonable alternative to city centre parking for those that can walk part of their journey.

The parking charge also needs to be taken in the local context. A day ticket for bus travel in the Bristol area costs £5, a Park & Ride tickets costs £5. The proposed parking charges mean that customers can generally park for 3 hours for £5. It would undermine the Council's transport policies if parking in the city centre were so cheap that it deterred people from making more sustainable travel choices.

### 3.3 Does the proposal create any benefits for people with protected characteristics?

Efficient transport policies which reduce congestion and improve public transport efficacy and air quality will improve the environment for all residents and visitors to the city.

The Council's policies are focussed on reducing the dependence on the private car and encouraging those who can, to use alternative, more sustainable means of transport. These policies improve the environment for everybody while also helping those unable to make different choices by reducing the overall demand which in turn improves the turnover of spaces and provides more opportunity & better services to those who need it.

3.4 Can they be maximised? If so, how?

The Council is actively promoting active travel through improved walking and cycling facilities and initiatives such as the close of Bristol Bridge to cars.

**Step 4: So what?**

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?

The Council is currently under a legal direction to improve Air Quality in the City Centre. The Council has a duty to deliver on its transport policy and cannot do this if charges become so low as to undermine policy. It is therefore important that inflation is applied to parking prices in order to maintain their 'relative' cost.

4.2 What actions have been identified going forward?

A full and detailed review of parking charges is scheduled to begin in 2021-22 which will include full public consultation as part of the formal legal process to change a Traffic Regulation Order.

We currently have a number of designated disabled parking bays in our off street car parks. We could also consider the addition of 'parent & child' bays for pregnant women and parents of young children – as convenience and access are often a more significant issue than price.

4.3 How will the impact of your proposal and actions be measured moving forward?

Through ongoing measures assessing walking, cycling & bus usage.

Service Director Sign-Off: P Mellor	Equalities Officer Sign Off:
Date: 16/12/2020	Date: Reviewed by equalities officer 16/12/2020